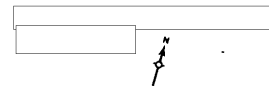


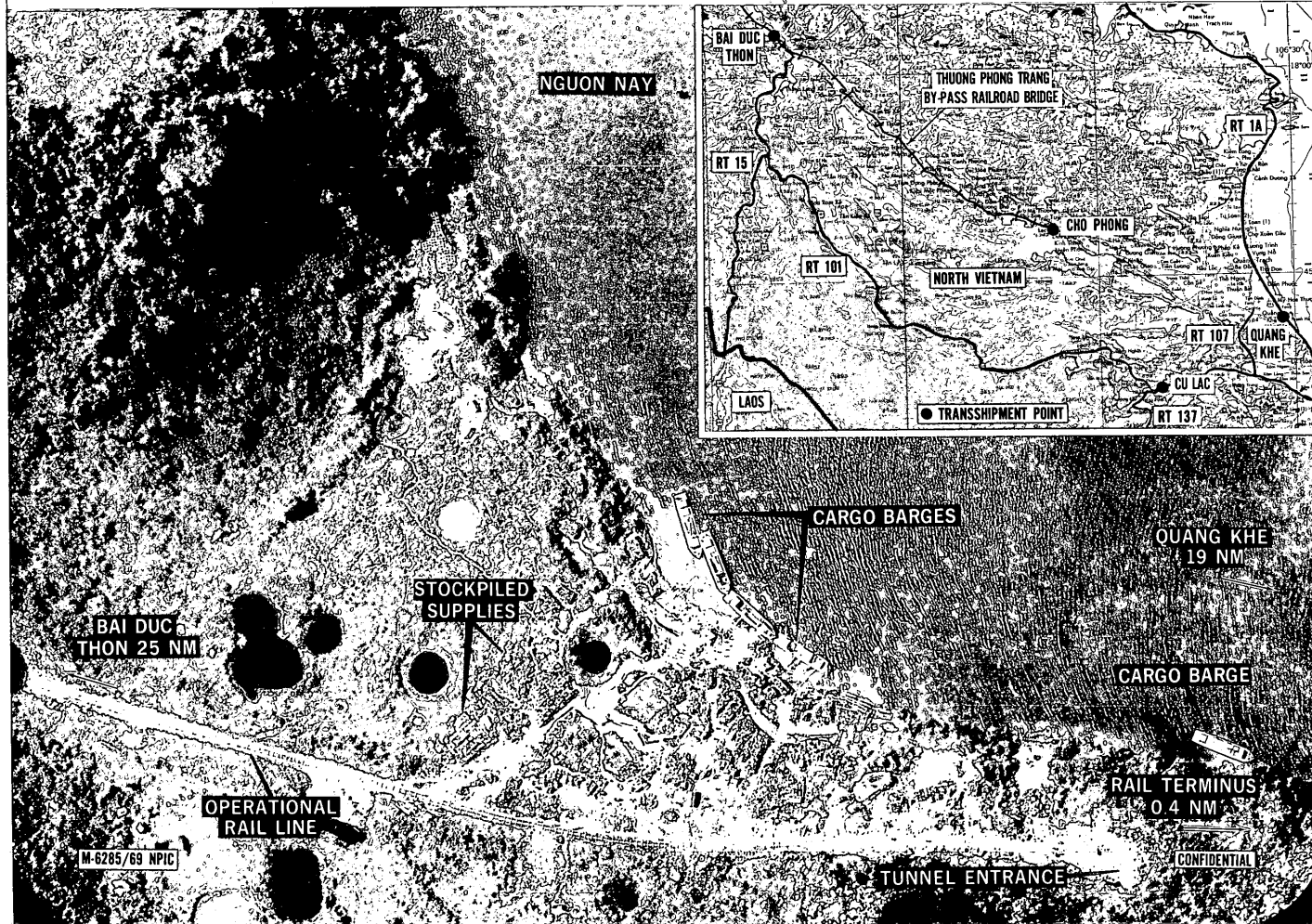
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**PROBABLE RAIL-TO-WATER TRANSSHIPMENT ACTIVITY**  
**CHO PHONG, NORTH VIETNAM**  
**17-48N 106-10E**



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21 April 1969

Page 1 of 2

REFERENCE TO: UEYT 031P, PROBABLE RAIL-TO-WATER TRANSSHIPMENT ACTIVITY  
CHO PHONG, NORTH VIETNAM  
17-48N 106-10E

1. SIGNIFICANCE: THIS BRIEFING BOARD DEPICTS A SIGNIFICANT DEVELOPMENT IN THE LOGISTICS NETWORK IN THE PANHANDLE AREA OF NORTH VIETNAM.
2. LOCATION: NINETEEN NAUTICAL MILES NORTHWEST OF QUANG KHE ON THE SOUTH BANK OF THE NGUON NAY RIVER NEAR THE VILLAGE OF CHO PHONG AND 25 NAUTICAL MILES SE OF BAI DUC THON.
3. BACKGROUND: SINCE NOVEMBER 1968 THE NORTH VIETNAMESE HAVE BEEN STEADILY IMPROVING THEIR LOGISTICS NETWORK IN THE PANHANDLE AREA. THIS HAS INCLUDED REPAIRS TO THE LOW CAPACITY RAIL LINE SOUTH OF VINH AND IMPROVEMENT OF FACILITIES TO ACCOMMODATE MORE EXTENSIVE USE OF THE INLAND WATERWAYS. SINCE THE LATTER PART OF JANUARY A STEADY DECLINE IN ACTIVITY AT THE COASTAL TRANSSHIPPING AREAS OF QUANG KHE AND DONG HOI HAS BEEN NOTED.
4. MISSION READOUT: PHOTOGRAPHY OF 20 MARCH 1969 REVEALS AN ACTIVE PROBABLE RAIL-TO-WATER TRANSSHIPMENT POINT ON THE SOUTH BANK OF THE NGUON NAY RIVER 19 NAUTICAL MILES NW OF QUANG KHE. A CONSIDERABLE AMOUNT OF OPEN STORAGE, CONSISTING MAINLY OF CRATED GOODS, IS STOCKPILED ON THE RIVER BANK BETWEEN THE

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21 April 1969

Page 2 of 2

RAIL LINE AND THE WATER. SEVEN MEDIUM SIZED CARGO BARGES (TWO NOT SHOWN ON GRAPHIC) ARE MOORED AT OR NEAR THE TRANSSHIPMENT POINT, APPARENTLY IN THE PROCESS OF BEING LOADED.

5. REMARKS:

THE COMPLETION OF THE THUONG PHONG TRANG BYPASS RAILROAD BRIDGE NW OF CHO PHONG HAS ENABLED THE NORTH VIETNAMESE TO UTILIZE THIS TRANSSHIPMENT POINT TO THE DEGREE OBSERVED. SUPPLIES HAVE BEEN SEEN PREVIOUSLY IN THE AREA, THOUGH IN LIMITED AMOUNTS DUE TO THE UNSERVICEABILITY OF THE RAIL BRIDGE. THESE FACTORS HAVE COMBINED TO ALLOW THE NORTH VIETNAMESE TO EARMARK SOME OF THE SUPPLIES COMING FROM VINH TO THE BAI DUC THON STAGING AREA FOR MOVEMENT DOWN THE RAIL LINE TO CHO PHONG. FROM THIS POINT THE SUPPLIES CAN BE MOVED BY BARGE TO QUANG KHE, PROVIDING ACCESS TO THE ROUTE 1A COMPLEX OR TO THE CU LAC TRANSSHIPMENT AREAS AT THE HEAD OF ROUTE 137 FOR FURTHER MOVEMENT SOUTH. ALTHOUGH COASTAL SHIPPING IS STILL OPERATING TO VINH, VERY LITTLE COASTAL RESUPPLY IS COMING AS FAR SOUTH AS QUANG KHE. THE DEVELOPMENT OF THIS INLAND RESUPPLY NETWORK SOUTH OF VINH MAY HAVE REDUCED THE NEED FOR COASTAL SHIPPING TO QUANG KHE AND DONG HOI.

MAP (UTM) REFERENCE AMS SERIES L-7014, SHEET 6244-IV, SCALE 1:50,000, XE-250697

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